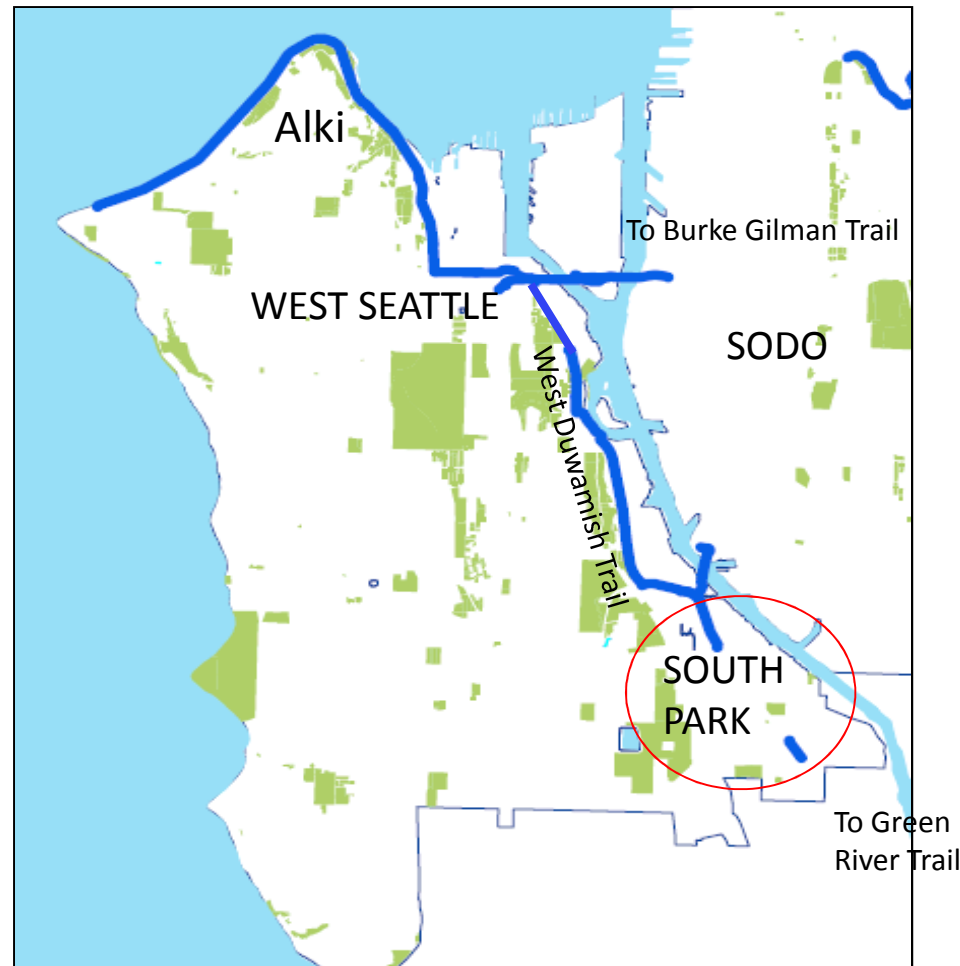


West Duwamish Trail

From the corner of
2nd Ave South & S Holden
Street
to the Duwamish River

West Duwamish Trail

The project will be an extension of the existing trail, future connections to Burke Gilman and Green River Trail

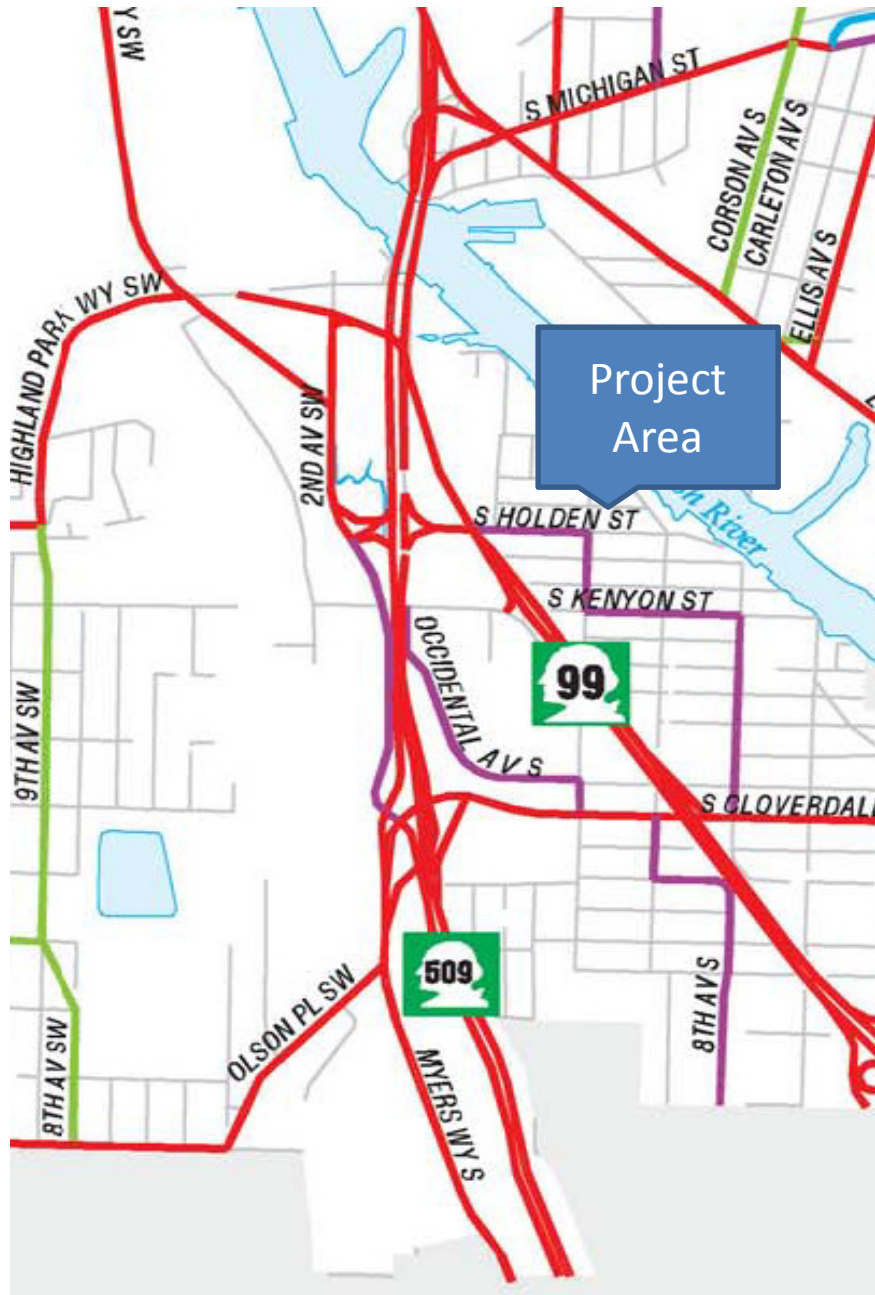


Goals:

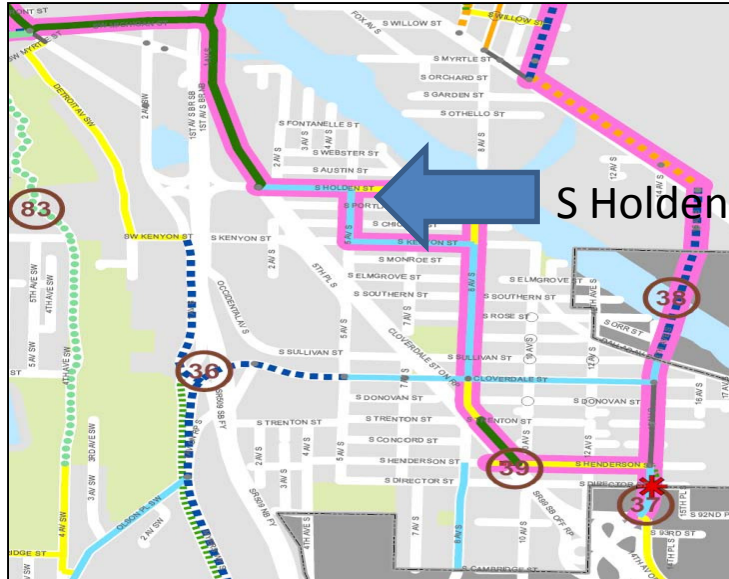
- *Provide multi-use paved and landscaped trail (min width 10') with connections to the existing Duwamish Trail*
- *Create a linear park connection to the Duwamish River (Riverside Park)*

Objectives:

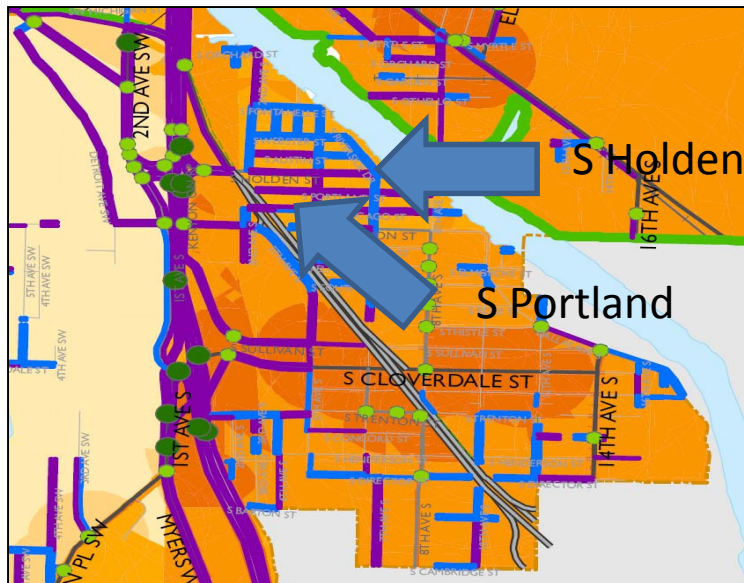
- *Provide an amenity for residents, workers of and visitors to the neighborhood*
- *Maintain truck access to adjacent businesses*
- *Preserve/accommodate truck access*



City of Seattle Arterial Map Truck Routes



In the **Seattle Bicycle Master Plan**
S Holden was identified in the Bike Master
Plan as a proposed route



The **Seattle Pedestrian Master Plan** has identified sidewalk and crossing needs

S Holden St: 2nd Ave S to 7th Ave S

S Portland St from W Marginal Way S
to 8th Ave S

Potential Routes

Three routes were identified: S Austin St, S Holden St, & S Portland
S Austin was not studied

Preliminary Due Diligence performed on

- S Holden Street
- S Portland Street

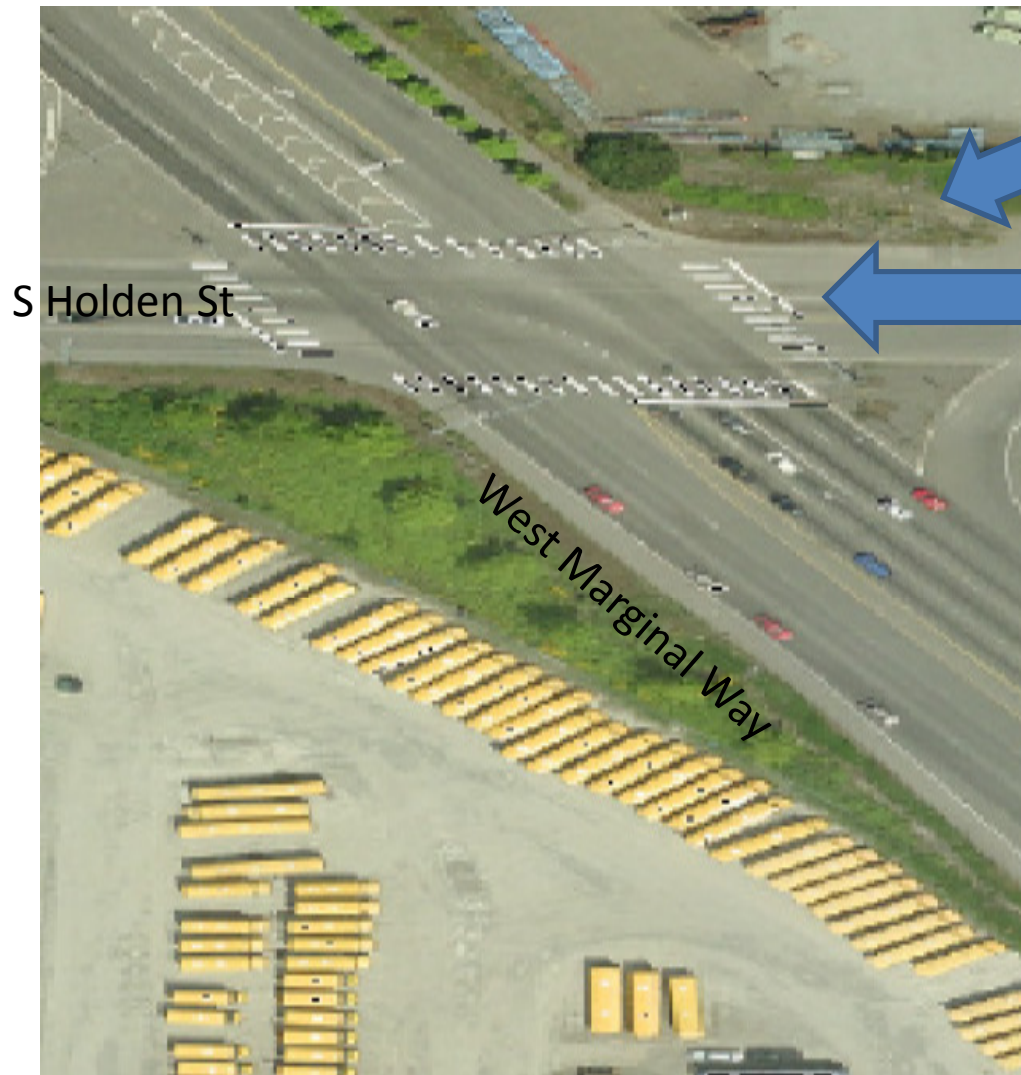
S Holden Street and S Portland Street



Preliminary Analysis Factors

- Safety
- Existing traffic volumes
- Vehicular access to property
- Drainage
- Topography
- Utilities
- Public transportation
- Available Right-of Way
- Pedestrian travel
- Street lighting
- Existing street condition





Crossing for S Holden Route at
2nd Ave and S Holden

S Holden St

S Portland route;
trail crossing will
happen at West
Marginal Way and
S Holden Street

West Marginal Way

Bicycle & Pedestrian
Crossings

Intersection of S Holden and West Marginal Way

S. Holden Street

Pro's and Con's

Pros

- It is on Metro bus routes
- Trail could be built entirely on SDOT ROW
- Provides paved trail for commuters to use on one side of the street

Cons

- Conflict with power poles on north side of the street
- It is on a Metro Bus route
- Potential conflicts with property access and truck loading
- Arterial Street - busy street with truck traffic
- Will require a trail connection along the Duwamish River to connect to the Port of Seattle facility (Riverside Street End Park)

S Portland Street

Pro's and Con's

Pros

- S Portland is a calmer street for the bicycle and pedestrian experience
- There are fewer issues with power poles
- Fewer conflicts with property access
- Direct route to Port of Seattle river access park, no issue with connecting along the Duwamish River
- Provides paved trail for commuters to use on one side of the street

Cons

- Bike/Pedestrian Crossing required at W Marginal and Holden
- Not on a bus route

Summary

S Portland is the SDOT preferred alternative :

- Calmer street – non-arterial
- Safer route for all uses – less conflict with truck traffic
- Potentially fewer access issues
- Direct access to Port of Seattle's Riverside Dr Park